YEWS FROM PORT ROYAL.

ARRIVAL OF THE TRANSPORT ARIEL

CHRISTMAS DAY AT HILTON HEAD.

The Attempt of the British Steamer Fingal 19 Run the Blockade at Savannah.

Burning of a Spanish Schooner Near Cumberland Inlet, Georgia, by a Federal Gunboat,

&c.,

The United States steam transport Arial, Captain Terry, urrived yesterday morning from Port Royal, which place she left December 28.

She brings no news, as nothing of importance he tran mired since our last advices. Everything remains quiet and the work upon the fortifications was rapidly pro-

The Armi brings the following passengers:—Captain H. • Grace, of the Poansylvaria Roundbonds; Captain Chas. Motivata, of the Ninety-seventh regiment Poansylvania Volunteers; Liestenant Schicher, of the Forty-sixth regiment New York State Polunteers, Lieutenant McNally, of the Forty seventh New York State Volunteers, and thirby six others from the army and feet, moluding seme

OUR HILTON NEAD CORRESPONDENCE.

Hillion HEAD, S. C., Doc. 26, 1868. nistmas at Milton Head, and How & Was Spent—The Day on the Wabash—Excitement at Types Island—Fort Pu-lacki Firing Upon Our Bulgue Parties—A Large Robel Raft of Finder Taken-Attempt of the Brilish Steamer Pingal to Escape to Sea from Egyannah-Telman Attacks get of Linear American Language of the Break. Eleamer sgal to Escape to Sea from Eavannah—Talnall Attacks Ottowa, and is Driven Off—Arrival of the Steamer

with a few it passed off quite merrily, and with some of those observances which mark its presence in civilized ands: but with the great majority the day was one of and cheerlessness. The usual number of men detailed for fatigue duty, and the work in the arbor and on the works went on an en any other day; the men did not later with a will. They felt gloemy and sad, and the cars in the harbor disped with no regularity; each man was thinking of the North me: the family circle around the cheerful fire side of the dinner, when the great fat brown turkey, with legs high in air, awaited the opening of hostilities; the war to the knife waged upon him, and the cranberry sed until its face was scarlet at the naked luxuriance of the gobbier; and each one reflected that the lidays or Sundays within its limits, and that salt beef nd hard tack made holiday feasts in the department of the Engineer Corps. With these reflections you may well conceive that the beauty of the day and the cheeruntenances of the soldiers. Many of the fatigue par ies suspended work for the day at noon, and spent the remainder of the day in visiting and enjoying themselves so well as they might. The jolly Jacks from the men-ofwar were ashere in numbers on liberty, and some of them were jolly enough. I believe the evening was spent pleasantly by all in the department. A little toddy ial influence stole over them. It was my od fortune to enjoy my Christmas dinner with the of Colonel Serrell's regiment of Engineers. large tent was put up, and handsomely decorated with flags, in which the feast came off. About hirty officers and two or three guests sat down to the which was bountifully supplied with the good things of this life. Of course the edibies were despawith an intense gusto, and soon the wine circulated; eeches were made, sentiments and toasts drank, and a od time enjoyed until midnight. The usual toasts to sel Serrell, and the officers of the regiment; the day w ing the evening a glee club sang several patriotic songs with good effect, outside the tent. The seronade added greatly to the pleasure of the occasion. On Christmas eve the Germans in the regiment adorned a

Caristman tree, which was erected in the company street, and some interesting and amusing ceremonies were performed about it. The tree was brilliantly likeminated by several days, and hung with hard biscnits, of round and square form, plees of pork and beef, raw and cooked; strings of beans, which represented the doctor's pilis, the heads of decapitated fewis, and empty bottles, symbolizing the lack of those spiritual refreshments which warm the soul and entire in the intellect on Christman, as it should be. Certainty it was a clever eatire on the good cheer of the day. When the candles had been lighted the company assembled about the tree.

mas tree, which was erected in the company

reshments which warm the soul and entiven the intellect on Christmas, as it should be. Certainly it was a clever astire on the good cheer of the day. When the candies had been lighted the company assembled about the tree, which was guarded by the tailest and shortest man in the company on either side, and the company broke out in a festive same, expressive of their intense delight at the resurrence of the day. Speeches were made in German, and a joyful evening opent.

On the whalsh the saliors got up a negro concert on the gin deck, which was witnessed by Commodore Dupont, Captains bavis and Rogers and the officers and crew of the ship, to whom it afforded a great deal of amusement. The Jacks same and played well, and performed a little colored consedy in a very clever manner.

The day passed in festive style on the ships of-war. There has been no little excitement on Tybes island, occasioned by the daily camonading by Fort Pulaski on our storces. It seems that a large raft of two hundred or more hewn timbers which the robels had prepared for some unknown purpose, by some means or other got leose and floated down to the island, and beached within a mile and a half of Fort Pulaski. A rebel deserter or apy, who came to the island the next day from the fort, stated that he had out the moorings of the raft and allowed it to float down. He also gave information. I understand, that the British ship Fingal was loaded and about to run the British ship Fingal was loaded and about to run the British ship Fingal was loaded and about to run the British ship Fingal was loaded and about to run the British ship Fingal was loaded and about to run the blockade via Warsaw Sound. He gave other information of interest, if troe. But to the raft again. As soon as the raft was discovered on the beach, a party was detailed from the Forty-sixth regiment to bring it to our camp, where it would come in play. The party marched to the beach and began carrying and dragging off the heavy limber, ten or lifteen men situching themselves to car

own there.

The steamship Ocean Queen arrived yesterday, bringing a cargo of quartermaster's stores and a few passengers. She brought mails and files of the HERALD, which were

She brought mails and hies of the HERALD, which were very acceptable.

Several important reconneissances have been made dur-ing the past week, but I am not permitted to give any particulars in regard to them.

I was mistaken in my last in reporting the occupation of Blufton by our troops. The report proves to be wrong—at least premature.

OUR SPECIAL NAVAL CORRESPONDENCE.

UNITED STATES STEAMER ALABAMA, WARSAW INLET, Ga., Doc. 27, 1861. A Ornice on the Coast of Georgia—An Alarm—Vigilance of Our War Vessels—A Spanish Vessel Burnthe Hockade and is Subsequently Captured by the Alabama—Valuable Cargo of Coffee Confiscated—Firing of the Contraband—

Cargo of Coffee Confiscated—Firing of the Contraband—Successful Recommensance of Fernandina—The Rebel Butteria Open Fire, de., dec.

On Saturday, December 14, having transferred a prizo grew to the ship Admiral, captured by us on the previous Wednesday, the Alabama left the harbor of Port Royal, bound for the crusing ground off the coast of Georgia. At mandown we passed a prize schooner, taken by the attainer schoener was rea ashore at the same time At mino P. M. we came to abreast St. Simons Ray, and just after midnight all hands were-suddenly aroused by the going summanning us to quarters. In a few minutes every once was at his station, ready for action, and for a short time the suspense was truly delightful, as a large armed steamer had accidently located up near us, bearing down with her broadcide bearing directly upon us We soon found friends, however, for it was the Bienville, who had mistaken us for one of the steamers that he exwho had mistaken us for one of the steamers that is expocted to arrive of the coast daily, and had everything prepared to pour a broadside into us, should her surpi,

southward, standing in toward Comberland Iron, and ey: the Sixty second regiment, four hypered to report as a completely trying to run the blockade. Eigendizing the fact Andrews, and two hundred to proceed to Washington to our consert, both vessels got under way and started in | raite "

o'clock, when the chase, finding that they could not make their escape, ran the craft ashere between Cumber-land Inlet and Fernandina, leaving all sail set, and com-menced removing her cargo to the beach. The Alabama then felt her way cautiously in as far as practicable, the Bienville remaining in the offing to lock out for more cuslowered, manned and armed, under the command of Acting Masters Dennis and West, and one likewise from the Bienville, and, after an hour's hard pulling, they boarded the prize, her late occupants having taken to the woods upon the approach of "Liucolo's hirelings." She proved to be a fine fore and aft scheener, evidently Spanishe without name, colors or papers, and loaded with a very -argo of coffed, Havana segars, shoes and

valuation of cutting our boats off, Captain

Ianier despatched another boat, with orders to fire the schooner, in case the schooner, boats were loaded with orders, segars, shoes and fruit, and the doomed schooner was soon wrapped in fames, the officers staying by her long enough to see that her destruction was inevitable. No sooner had our boats started for the ship than the schooner's crew ran down out of the we'd is and boarded her, but they were too late to extinguish the fames, her masts soon going by the board; and when we last saw her nought rensained save a smoking wreck. Considering the close vicinity of these operations to the batteries at the mouth of the iniet, and the uncertainty as to whether it might sol prove a closver ruse to draw us under the are of masked batteries, the expedition was certainly a very hazardous one, and releges great credit upon the officers and men who carried it out.

Our vessel and the Bienville being the only ones at present guarding this portion of the cast, through the day we cruise up and down, between Fernandina and Brunswick, derhoring at night off each place, ready to pounce upon snything that attempts to run either in or out.

On the 172 inst. we ran dute to Fernandina, to have a lock into the harbor, and drawship frank the into of the fanier despatched another boat, with orders to fire the

On the 172, inst. we ran down to Fernandina, tohave a

out.

On the 172 inst. we ran down to Fernandina, to have a lock into the harbor, and, if possible, draw the fire of the fortifications that were known to exist near its entrance, so este accertain their precise locality and range; but as we were slowly steaming in a battery on the left hand ride suddenly opened upon us and let fly a shot that fell about two-thirds of the distance.

Our pivet gun was then trained and fired, the shell striking in the surf to the right of the bettery; leaving the object of convisit, we were backing the Alabama os, when another shot came whistling towards us, and struck in the water astern of us, just where we had been lying a few minutes before; but although we did not waste any more main unitiem upon them, they continued halzing away at us until we were out of sight. The next day the Brewille anchored there, and, doubtless, imagining that she was aground, three rebel steamers came but to attack her, but setting her heave up her anchor to give them battle, they turned tail and hurried back at a double quick. On the 18th the Susquehanna brought us orders to move further up the coast and blockade Ossabwa Sound, which commands one of the back approaches to Savannah; and after cruising about there there are four days the steamer Henry Andrew spoke us and gave us a pilot, with orders to proceed up Warsaw Indet.

We anchored at the entrance to the inlet, abreast a half.

We anchored at the entrance to the inlet, abreast r half erected sand battery, situated on the most scaward point of Great Warsaw Island, and which had been descried by the rebels at the first appearance of our gunboats. Above us lie the Fiag, Seminoie, Fembina and Henry Antiew, within plain sight of a battery at the head of the bay, upon which crowds of men are very busily engaged throwing up beastworks and getting ready to give us a warm reception.

The wealth has closes today, so I must finish this enistle. warm reception.

The mail bag closes to-day, so I must finish this epistle in time for posting.

OUR TYBEE ISLAND CORRESPONDENCE.

Types Island, Dec. 22, 1861.

A Deserter from Fort Pulaski—Important Information Obtained—The English Steamer Fingal Attempts to Run the Union Biochade—The Robel Batteries in Warsaw Sound—Rebels in a Suffering Condition—Wiladrawal of a Portion of the Rebel Garrison from Fort Pulaski,

ascertain, described from Fort Pulaski, being on duty at the time, and got to our outposts on Tybec Island, part of the way by means of a row boat, and wading through the water, then slack, the rest. As the information he gave appeared to the officers on shore to be of impor-tance to the operations of the fleet, a lieutenant was ordered to take him on board of the steamer Seminole, the nearest vessel to shore, and report to Captain Gillis. The corporal stated that the English steamer Fingal, which some time age ran the blockade, and got to Savannah, loaded with arms, accourrements and clothing for the rebel army, had completed taking in a cargo of cotton, and dropped down opposite Thunderbolt, preparatory to mak-ing her escape out, to night at high water, by way of Warsaw Sound. Captain John S. Missroon, commanding sailing sloop Savannah, being the senior naval officer here, the case was immediately reported to him, and in the meantime the Seminole prepared for leaving at a motain Missroon despatched the gunboat Pembina to lay off the Warsaw Sound. This corporal further states that all the spare troops had been removed from Fort Pulaski and

the spare troops had been removed from Fort Pulaski and Savannah to Port Royal ferry, to prevent the Union forces, under General Sherman, from advancing.

Dec. 23—This morning the steamers Seminole and Henry Andrew got under way, and went up the Warsaw Sound, and although within range of the rebel batteries on shore, no shots were fired by them, and as we had orders not to fire unless being fired on first, we came quietly to anchor, noticing the rebels striking their tents, and Commodore Jos. Tatnali, Confederate Navy, with his ficet—the steamers Savannah, Sampson and Resolute—close by, ready to take the troops off to safer quarters. Captain Gillis thinks he can take those batteries if he

close by, ready to take the troops off to safer quarters. Captain Gills thinks he can take those batteries if he gets troops to hold them. Until then, we have to content ourselves with having Tatnall, with his navy, hemmed in, and our constituting an efficient blockade of Warnaw Sound and Sound leading to the interior of Florida. In the afternoon the Fembina and Henry Andrew got in motion and closer to the statieries, when the robel steamers opened fire on them, mest of the shots falling short. This compliment was returned by the first named in the shape of some eleven-inch shells, which the latter thought it prudent to run away from with full speed. The Seminole get under way too; but no further chuse was given, as darkness was setting in along with low water, which did not afford space to turn our vessels higher up the river.

river.

Fig. 24.—The steamor Henry Andrew captured a row-boat, with crew, belonging to Commodore Tatnali's craft. They report the rebels in a suffering condition, and the soldiers anxious to desert.

Foc. 25.—The sidewheel steamer Alabama came up to-day and anchored near the Seminole.

Captain Miseroon, commanding United States sloop Savannah, has been relieved from command off Fort Pulaski.

Mr. Sabel and Mr. Train. TO THE EDITOR OF THE HERALD

No. 23 BROADWAY, NEW YORK, Jan. 2, 1562. In the issue of the Herain 23d November last appeared a letter addressed to you from Mr. George Francis Train, n London, in which assertions were made detrimental to the standing of Mr. F. Sabel, of the firm of Sabel & Searle, of this city. Such assertions were to the effect that Mr. Sabel was engaged, in connection with other persons in England, in fitting out vessels and forwarding shipments of arms, &c., for Southern destinations in the robel States. I have to-day received a communication from Mr. Sabel, in which he desires me, as his agent here, to publish through the Hissano the entire falsity of Mr. Train's statements as regards himself, and to deny in tot any connection or interest whatever in the transactions to which Mr. Train refore in his letter; and to state further that he has taken legal steps towards bringing Mr. Train to a sense of the injustice and injury he has so unwarrantably endeavored to inflict upon him. Pending such action, I respectfully request your favor to afford this letter space in the Hissaid. Yours, respectfully.

ELEAZER JONES. of this city. Such assertions were to the effect that Mr.

Condemnation of Prize Vessels.

Before Hon. Judge Betts.

Jan. 2.—Judge Betts has rendered decisions in the fol-

lowing prize cases, recently argued before him.—
United States et the Brig Sarah Starr and her Carge.—The Judge has condemned this vessel and cargo as go.—The Judge has condemned this vessel and cargo as being the property of persons domiciled in the rebelStates. The cargo is valued in the neighborhood of \$30,000 Mesers. E. D. Smith, District Attorney, and Stewart I. Woodford, Assistant, for the United States; Mr. Charles Elwards for vessel; Mr. Charles O Conor for cargo.

Cinical States as the Prince Loopold and Cargo.—This vessel was the first seized in this port by the Surveyor for running the blockade. The Judge condemned both vessel and cargo, on the same ground as in the case of the Sarah Starr. The cargo is estimated at about \$18,000. Same counsel for government; Mr. Edwards for elamant.

United States w. the Schooner Aigharth and Cargo.—The same decision was rendered in this case, and upon the same ground.

A British transport serew son or from deltax proof. here at half-past seven this morning whis six herifield

THE NAVY.

ARRIVAL OF THE UNITED STATES FRIGATE SABINE, FIFTY GUNS, CAPTAIN CADWAL-ADER RINGGOLD COMMANDING. This noble ship arrived at this port on Wednesday, from off Georgetown, S. C., 11th ult., via Fort Royal 20th

The following are the names of her officers:— Chp'ain—Cadwallader Emgsold Maryland. First Lieutenant and Executive Officer—Homer C. Biako, his.

Ohio.

Second Licutenant—Win. P. McCann, Kentucky.

Paymaster—J. George Marris, Tennessee.

Surgeon—John J. Abernethy, Connecticut.

Matter—J. Crittenden Watson, Kentucky.

Acting Matters—John Ewar Minister in nathagray, Lu
sius H. Beatter.

Acting Haters—John Ewer William In athemay, Lugius H. Beasts

Assistant Surgeon—A. S. Obery, Confection!
Liculement of Marines—W. B. Refiney, fown.
Acting Middlyman—E. G. Hazeltine, New Hampshire.
Cartain's Clerk—E. Brown, Jr. New York.
Acting Master's Meter—Penry M. Nee, New York; Baverly W. McKoever, Plassachusetts; James Courtney, New
York; Laverett R. White, Connecticut.
Pal majer's Clerk—M. O. Hall Massachusetts.
Acting Carpenter—George H. Burcham, Massachusetts.
Acting Carpenter—George H. Burcham, Massachusetts.
Acting Carmaker—John C. Chevatier, New York.
We welcome the Sabine in our waters after her late
humane excloit.

humane excloit.

It may be remembered that during the memorable gave of the 1st and 2d November last, which proved so disastrous, and dispersed, and sunk several of the trans-ports of the great Soulaisen expedition, under Flag Officer S. F. Dupont, thin fine A igate, then blockading the port of Georgetown, sought an offing for her own safety, and while returning to ber station fell in with the transport steamer Governor, in a sinking condition, and took from her the cattalion of marines, under the command of Major Reynolds, together with the officers and crew of

the stramer—in all about 400 souls.

Important Enjuries, in the loss of boats, hawsers, cables, &c., the spindle of the main capstan badly sprung while engaged in this duty, the ship much strained, and cilities for making the repairs or supplying the wood, water, bread, &c., indispensable, Flag Officer Dupont deed to despatch her to New York for supplies and repairs; elso to replace portions of her heavy battery, transferred to the Pocahontas, besides outfits and various stores furnished the Wabash and other vessels of the

last, and left the Navy Yard at Portsmouth, N. H., on the 15th September, under orders to Fing Officer Stringham at Hampton Roads. On her arrival there, however, Flag Officer Goldsborough had assumed command of the bleckading squadron, and Captain Ringgold was charged with the blockade of Georgetown, S. C., and the coast embraced within that port of entry and Cape Roman, to which place he immediately proceeded; and during tha time she has been engaged on blockading duty she has never been beyond the limits of her station, except on the occasion already referred to

Royal harbor, in November, with the battalion of ma-rines, it was accertained that the Sabine had been transferred to the squadron under Flag Officer Dupont, and that orders had been despatched on the 2d to Captain Ring gold, off Georgetown, to join the squadron, in order to

take a prominent part in the bombardment of the forts.

The Flag Officer waited most anxiously for her arrival, the offing, the Vixen and Forbes, with Mr. Boutelle, Assistant in Coast Survey, were sent to pilot and tow

Sabine off Georgetown, as she was at the very time car-rying out her good work of resone; and after the recovery of her ponderous anchors and chains, and restoring the ship to order, she was put on her course for Port Royal, and, notwithstanding a severe southwest gale of two days' duration, she was on the morning of the bombard-ment within distinct hearing of the heavy guns during the engagement, being thirty-uve miles off.

Soon after the first sound of the guns not only was the

attack, but the battation of marines was ready for service in the field. The officers and mon were all eager to participate in the exploit, and saily disappointed when reaching anchorage to find, owing to the light wind, they were too late to assist in the fight.

The Sabine is in a high state of discipline and health, the sick list not averaging more than three per cent. The officers and men all join in speaking of the noble qualities of the ship, and though some may disparage her in these days of steam, New York may well feel proud to have produced so line a specimen of beauty and strength, having been originally built here, and the credit of her enlargement and improvement is due to our worthy townsman, Mr. Belanc, Constructor at the Navy Yard.

The Sabine requires docking for a day or two, to examine her copper and rudder and to clean her bottom, which is seccedingly foul; and in the opinion of her intelligent carpenter, Mr. Burcham, all the repairs necessary can be completed, with proper attention, in a week or ten days, and the good ship ready to perform any service required of her.

The mabile may not be aware of the fact that Captain

ship fully prepared in all respects to take any part in the

attack, but the battation of marines was ready for ser

and the good ampreced, we present the fact that Captain of her.

The public may not be aware of the fact that Captain Ringgold has distinguished himself on two other important occasions in the humane sphere of duty in which the Sabine has been so recently and successfully engaged. While in command of the brig Porpoles, in the Exploring Expedition under Captain Wikes, and when the squadron were about reterning to the Sandwich Islands, after having completed the survey of the group of Feejee Islands, be

While in command of the brig Porpolse, in the Exploring Expedition under Capitali Wilkes, and when the squadron were about returning to the Sandwich Islands, after having completed the survey of the group of Feejee Islands, he was directed to proceed to Turtle Island, a remote islet at the southern extremity of the group, and search for and recover, if possible, the crew of the American whaleality Shylock, wrecked on its reefs.

After threading all the intricate and dangerous passages he reached the scene of the disaster, and found two of the men, the remainder having taken to the boats; and after further search traced them—through information gained from the natives—to the hisland of Vavaoo, where thirteen more were found in great destitution. He carried them all to the Sandwich Islands, and ultimately restored them to their homes and friends.

Still more recently, while himself in command of the important "North Pacific and Behring Straits Exploring Expedition," being in China, by a strange coincidence the identical brig Forpoise, one of his squadron, commanded by the gallant Rolando, was despatched by him to the Pretas shoals to rescue the coolie passengers, six hundred and fifty in number, of the American ship Hyeia, bound to California and wrecked on these dangerous shoals. Five hundred and thirty-four were saved and carried in safety to Hong Kong, the remainder having been swept off before the arrival of the brig, and but for the humanity and ferethought of Commodore Ringgold, and the untiring exertions of Lieutenant Commanding Helando, not one of the unfortunate creatures would have been saved.

While the Sabine was on her way from Port Royal she

and the untiring exertions of Licutenant Commanding Rolando, not one of the unifortunate creatures would have been saved.

While the Sabine was on her way from Port Royal she experienced a succession of heavy adverse gales, and for the last five days has been within a few hours' sail of New York. On the night of the 11th uit, while proceeding from Georgetown, S. C., to Port Royal, about haif-pest nibe in the evening, Charleston distant some twenty-five niles, a bright light suddenly areas in the direction of that tity. Apprehensions were entertained that a service insurrection or a night attack upon some of our steamers then blockading that port had taken place. The ship was immediately steered for the outrance of the harbor, to render assistance to the latter if needed, but a heavy northeast gale sprang up very suddenly, which rendered it necessary for her to stand off to sea for her own safety. Some idea of the magnitude of the configgration may be formed when, as the ship receded from the coast, the flames rose higher and higher, until the whole western heavens were iluminated. At four in the morning, the ship then seventy-five miles off, the fire seemed to rase with undiminished fury, and, added to the darkness of the night, the violence of the sterm and the wild glare in the sky, the scene was most imposing and long to be remembered.

ARRIVAL OF THE STEAM FRIGATE RICH-MOND.

The United States steam frigate Richmond, Commander Ellison, arrived at this port Wednesday afternoon from Key West, which place she left on the 21st of December. he has come here for the purpose of having her ma-

chinery repaired, which is sadly out of order.

It will be remembered that the Richmond was en-It will be remembered that the Richmond was engaged, together with the Niagara, at the late fight at Fort Pickens. Shortly after that she repaired to Key West for the purpose of refitting, and after everything being done that was found necessary she again went to sea to do duty as a blockader. After being out a short time her machinery became very much damaged, and she was obliged to put back to Key West for further repairs. Then it was found that the damage was of such a nature that the Richmond would have to proceed to New York to have it arranged. She consequently left Key West under sail, and arrived here on Wedneaday, as above stated. the following is a correct list of the officers of the Rich-

Francis B. Eilison, Captain; A. Poyd Cummings, Lieute Francis P. Ellison, Captain; A. Boyd Cummings, Lieutenant and Executive Officer; Edward Torry, Lieutenant; Alan Rameny, First Lieutenant of Mariella A. A. Henderson, Surgeon; Semerset Robinson, Assistant Surgeon; George F. Cotter, Paymaster, Frederick S. Hall, S. B. Coggeshall and Lavid L. Wilcox, Acting Masters, Edward L. Gaul, Captain's Clerk; John Van Byke, Faymaster's Clerk, Herman Schmitz, Paymaster's Steward, Robert Courie, Surgeon's Steward; John W. Moore, Chief Englineer; Edward L. Butler, Recond Assistant Engineer; Milliam Pollard, George W. Dove, R. B. Halts, Charles E. Emery and Albert W. Morley, Third Assistant Engineers; Charles J. Gibbs, Chrones S. Livingson, Hearty M. Grimeli and Howard S. Mollatt, Masters Master, Base Y. Choate, Bostowan; James Thayer, Cumber, Hiram L. Lizen, Acting Carpenter; Henry S. Stockton, Sadmaker.

STEVENS' FLOATING BATTERY.

To morrow morning there will be given at Hobotes a combor or deeply interesting experiments intended to Parfery," which has been for so long an impenetrable the power of the battery is really shed and shed, the man a were been seen to be handled, and man overboard. The schr D is Dewolfe sailed from Hamilton for New York 18th.

THE UNITED STATES SHIP MACEDONIAN. Sceron, Jan. 2, 1862.

The United States ship Macedonian, from. St. Thomas, is at anchor off Boston light.

Supreme Court-Chambers. ACTION TO RECOVER NEARLY \$300,000.

Jan. 2.—Wm. Coleman vs. the Second Avenue Railroad Company.—This is a motion on the part of the plainting by ex-Judge A. A. Thompson and ex-Judge Edm. augs, hi

by ex-Judge A. A. Thompson and ex-Judge Edmands, his ments in the persession of the counsel, for a discovery and instance on of certain documents in the persession of the condition of certain documents in the persession of the condition of certain documents in the persession of the condition of certain documents are conditioned to the condition of the condition

The Special Term Colendar will be a Mionday The Special Term Calendar will be called at eleven A. I en Monday, January 6, 1862, in the chamber of the Boar of Aiderman, by Hon. Chief Justice Bosworth. Part this of the trial term will be held in the general term room the building on the corner of Centra and Chamber street Part fourth of the trial term will be held in the room beneath that in which part third is held.

Burning of the Schooner Orrin Cowe SANDY HOOK, Jan. 2, 1862 The schooner Orrin Cowe, of Rockland, Me., with a lo of granite for the fort building here, was destroyed fire last night. Alfred Gray, of Rockland, Me., was lo

SHIPPING NEWS

Port of New York, January 2, 1862.

CLEARED.

Steamship North Star, Jones, Aspinwall—D B Allen.
Ship James Foster, Jr, Abcel, Liverpool—Chas H Marshall Co. Ship Eastern State, Keating, Liverpool—A Leary, Ship Warbler (Br), McKindy, Liverpool—Funch, Meincke

Wendt, Ship W Mills, Dimdo, Bristol—Howland & Frothingham. Ship Hero, Caldier, Havre—W F Schmidt. Ship Georges, Slater, Bordeaux—Snow & Burgess. Ship Matejka (for), Bonetich, Antwerp—Holimboe & Co. Ship Harjawell, —, Montevideo and Buenos Ayree-Norton, Jr.

Bark Boxidar Opnich (Aus), Zubranich, Antwerp—Holm-boc & Co.

Bark Crusoe, Whiting, Havana—Trujillo & Russell.

Bark Chevalite, Anderson, Philadelphia—Kirkland & Von

Schr Alliance, Ireland, Snow Hill—L Kenny.
Schr Cameo, Pendleton, Newcastle.
Schr Georgia, Morris, Smyrna—Master.
Schr Hill Desperandum. Stone, Gloucester—Master.
Schr Lucy White, Hix, Boston—W S Brown & CoSchr Lucy White, Hix, Boston—W S Brown & CoSchr Lucy White, Hix, Boston—Master.
Schr Lady Adams. — Fail River—L Kenny.
Bicop Coquette, Huribut, New Haven—Master.
Approver.

Sloop Coquette, Huribut, New Haven—Manter.

ARRIVED.

WEDNESDAY, January I.

Steamship Ariel (U S transport), Terry, Port Royal, SC, Dec 22, to D B Allen.

U S frigate Sabine, Com Cadwallader Ringgold, Georgetown, Dec III, via Port Royal, SC, 20th. Had heavy NW sales; has been within 80 miles of this port for the last 6 days. Came here for supplies and repairs.

Ship Borneo (of Richmond), Reed, London, 46 days, in ballast, to Nesnith 4 Sons.

Ship Sylvanus Blanchard (of Yarmonth, Me), York, London, 46 days, in ballast, to Walsh, Carver & Chase.

Ship Sar Robert Peel (Ham), Jurgens, Hamburg, 52 days, with mids and 100 passengers, to R M Sloman & Co. Had tery heavy weather. very heavy weather.
Ship Trumbull, Collum, Antwerp, Nov 13, in ballast, to R
Sost. Hadrheavy W and KW gales. Dec 30, lat 38 38, lon 72
45, spoke schr Carrie Hues, 25 days from Port au Prince for
Reston.

Boston.

Bark Grenmen (Nor), Mathiesen, Cadiz, 46 days, with sait Ac, to order. Nov 25, lat 33 05, ion 12, spoke Br bark Sunbeam, 8 days from London for Cape Good Hope.

Bark Pallas, Biddle, Belize, Hon, Dec S, with logwood &c, to J Jex. Had heavy weather and head winds most of the passage. Bark Empress (Br. of Hull), New Orleans Bar, 30 days. Was from Rio Janeiro for New York, as her captain reported:

nes, but an opportunity to board her was not allowed. he lies at the Navy Yard.) Bark Texana, Brand, Key West, 13 days, with wine &c, to J Bark M E Trout, Ames, Baltimore, 4 days, in ballast, to tealf & Duncan. Metenif & Duncan.

Brig Humboldt (of Boston), Bryant, Curacea, 2i days, with sail, to H D Brookman & Co. Salied in company with Dutch brig Mauricio, for New York. Dec 25, lat 24, lon 72, spoke schr A Colby, from Curacoa for Boston.

Brig Porto Plata (Brem), Hachtmann, Port au Platt, Dec 10, with tobaco &c, to E Schmidt & Co.

Brig Samuel Welsh (of Philadelphia), Colc, Havana, 15 days, in ballast, to N H Brigham.

Brig Sambulrst (Br, of Pictou), Mockler, Mansanilia, Dec 1, with mahagany, to Maitland & Phelps.

Brig Alice (Br, of Sheiburne), Atwood, St Kitts, Dec 12, with sugar, to Smith, Jones & Co. Had heavy NE gales; has been 10 days N of Hatteras. Dec 18, lat 28 10, lon 70 30, spoke Br bark Harracouts, from Martinique for New York; 27th,

Schr Indian Queen, Hardy, Elizabethport, and sailed for Schr II S Boynton, Jordan, Elizabethport, and sailed for Boston.
Schr Pennsylvania, Ledd, Elizabethport, and sailed for Norwich.
Sloop Eleanor, Davis, Elizabethport, and sailed for Bridge-port.

Dec 10. Come here for repairs.

U. S. steam frigate Richmond, Capt F. B. Ellison, Key West Dec 10. Come here for repairs.

Steamship Columbia, Adams. Havana, Dec 28, 514 FM, with mode and passengers, to Spofford. Therefor & Co. Experienced strong head winds most of the passage.

Steamship Patapaco (U.S. transport), Beals, Locust Point, Chours.

Steamahlp Patapseo (U S transport), Beais, Locusi Point, C'hours.

Ba k Princeton, Kinsley, Demarara, Dec 5, with sugar, for B Barnes. Had heavy weather: has been it days N of Bernuda, with heavy NW gaies; lost and split sails lost foremuda, with heavy NW gaies; lost and split sails lost foreyard, started cathead, topgallant forecastle, and sustained considerable injury to spars and rigging. Dec 30, lat 38 45, len 72 18, passed a Br brig hove to uniter close-recefed topgalis and signal of distress in main rigging, a large government serew steamer close by, and one of her boats alongside of the brig; saw during the passage a number of vessels bound N with loss of spars and sails.

Bark Young America, Collins, Havana, with sugar, to Robert & Williams.

Brig Nautilus (Lubec), Seffen, Rio Janeiro, Nov 1, via St Thomas Dec 15, with coffee, to W F Schmidt & Oo. Nov 22, of Pernambuco, spoke bark Clavalier, 41 days from Baltimore for Rio Janeiro; 30th, lat 39, lon 72, passed a ship with black ball in fore topsail, bound W.

Rrig Henrietts (Br.), Hodssion, Port au Prince, 25 days, with coffee 2c, to H Betker & Graeves. Had very heavy NW

with coffee &c, to H Becker & Grases. Had very heavy N w gales,
Brig Belle, Miller, Inagon, 19 days, with salt, to Yates & Porterfield. Sailed in company with schr Olive Hayward, Sandera, for Beston, and spoke her Dec 17, lat 29, ton 75 54. Dec 27, Sandy Hook N by W 55 miles, had a heavy gale from NW, blow away fore topmast staysail, split fore topsail, main staysail and mainsnit; John Attins, seaman, fell overhoard from the foreyard and was drowned; the gaie lasted 3 days, during which time lay to under balance recifed mainsail; has been 16 days N of Hattera, with heavy NW weather.
Brig Handy King, Gibbs, Elizabeliport, and sailed for Boscon. Boscon.
Schr C F Young, Packard, St Thomas, 20 days, with sugar
to, to Brett, Son 4 Co.
Schr R A Dexter (Br), Dexter. Cornwallis, PEI, 13 days,
with oats, to J F Whitney.
Schr Elizabeth Ann. Buttler, Chipcoteanus, 2 days.

Schr Isis, Cudworth, Elizabethport, and sailed for Boston. Schr Theodore S Parker, German, Elizabethport, and sailed or Glen Cove.
Schr White Sea, Smith, Portland, 3 days.
Sleop Gertrude, Freeman, Chinotesque, 10 days.
Sleop Neptvne, Davis, Elizabethport, and sailed for Pall
liver.

Shop Neptyne, Davis, Elizabethport, and sailed for Pair River.

Steamer Delaware, Garten, Philadelphia,
Steamer Petrel, Young, Providence,
Steamer Petrel, Young, Providence,
Ship Victoria, from London, 53 days.
Ship Gellert, of Hamburg,
Bark Maria.—All by pliot boat Edwin Forrest, No 14,
Ship Til Perkins, Stevens, from Burdeaux, Nov 7, to N L &
Grisswold. Anchored in Lower Bay.
Schr Free Wind, of and from Philadelphia.

Thomas, seem ships America (Br), Liverpool; North Star, Jan I.—Steamships America (Br), Liverpool; North Star, Assinwall; Br brig Einbia, Cork; schra Win B Horsey, Ha-vana; Reindeer (Br), St Martina, Also, US surveying sceamer Biob, Port Royal, SC. Wind at sunset a gale from NW.

Hernid Marine Correspondence.

BERMUDA, heelfs—The British mail steamer from Halles arrived colar.

The ship Me, navek, Fuller, from Cardiff for New York, with
only put man St Georges, Bermuda, 11th ult, leaky, and the state of the colar put man St. The ship Mesneck, Fuller, from Cartiff for New York, with cost, put in a 5 Georges, Bermunia, 16th uit lenky.

The London packet ship Dero, shire was partially discincyed, having a manty of coal and some wonder comming in his. Her lenk has been found to be in the lower part of the bettern, and from the want of a dry link are cannot be reported as formed a. She will, preclayly the images home to versalize some size good versalizer sets in, with the six of the Normagian strip the foliated Andrews, from Newscarle for New York, it days out, put into Hamilton Des 14, will less at sub-size six days out, put into Hamilton Des 14, will less at sub-size six days out, put into Hamilton Des 14, will less at sub-size six days out, put into Hamilton Des 14, will less at sub-size six days out, put into Hamilton Des 14, will less that the Medianals, from Prince Edward Island, arrived 14th, and broke man pad, jibboom, Ac, and had lost a man overboard.

Marine Dieasters for December, 1861.
From a record kept by I. H. Upton, Secretary of the American Shipmasters Association, we have compiled the following list of disasters for December, 1861.—
Those marked A, were abandoned; C, collissions; F, fire; Leitann of A, were abandoned; C, col

J. jetsam of cargo; M, missing; P, put in ports in distress B, stranded.

i	Duffe.	Fend. Ship Davonshire. Blig Jos Paris. Blig Jos Paris. Ship Esther of Barney Bark Magestic (Br). Brig Lyped (Br). Brig Sappe. Brig May Queen. Schr Brig May Queen. Schr Brig May Grankling. Brig May Frankling. Brig May Frankling. Brig May Frankling. Brig May Frankling. Schr John Pink (Br). Brig May Parken. Brig May Parken. Schr Gelonist. Schr Gelonist. Schr John Alexande. Brig May Grankling. Brig May Ouen. Brig May Brigh. Schr John Alexande. Brig May Ouen. Brig May Brigh. Schr John Alexande. Brig May Ouen. Brig May Ouen. Schr John Alexande. Brig May Ouen. Schr John Alexande. Brig May Ouen. Schr John Alexande. Schr John Alexande. Schr John Alexande. Schr Lena. Ship Sir C Campbell. Brig A B Cook. Schr Le R Gallagher. Schr Lena. Ship Sir C Campbell. Brig Elentor (Er).	ł	Where from.	Where to.	Tone.
B	M	Ship Davenshire	a	London	New York	1110
	11	Bilg Jos Parks	F.	Pert & ubuco.	New Ye	858
4	19	Ship Esther G Barney	н	Newport	Bor on.	522
5	20	Brig Forest City	ŝ	Cardenas	Por York.	450
-		Meta MION (BF)	P	Cornwallis	Cor de	226
is	19	Brig Angeline Avery.	A	East-	Matanzas	2-3
u.	1	Ship J W Langin		ort	Boston	1.7
m	1	Bris D zzie Game	JÉ	New York	Antigua	1 200
it	2	Brig Salm (Br)	. 8	New York	St Johns	173
ho	2	r Roverte Bride	I S	Higgsethp'r	Bo	949
ed	100	Bark Colinda	Ta	New Yo k	P ucenstown	525
D.	1 2	Schr G L Bowman	. 3	Philadelph	- Eastport	90
ies	I	Schr Geo Harris	s	Cardep	New York	181
e-		Brig May Queen	· S	Reme dios	. Boston	195
in	1	71 Bark Virginia (Br)	: 12	Promarare	New York	298
he	1,	4 Bark Eliz Leavitt	13	New York	. Dublin	. 97
to	12	Ship Lady Franklin	WÉ	London	New York	11.8
ni-	1	6 ship Paxton	. 1	Enstourt	Liverpoel	. 5,2
bo	12	Schr D. Trowbridge	af	CiNew York	Demarara	182
nga	1 3	Bark Gen Swicker		Peru	. Liverpool	. 399
9.		Bark Pentocket		Cardiff	. New York	295
ho	1	2 Brig Margaret		Pictou	Boston	135
tid		41Schr Celonist	- 1	Enstpor	lia mouth	100
de-	13	Schr John Alexande		New York.	Hatteras	97
	P	Bark Mary Ann		A New York.	Cork	1122
	1	S Ship Martha	gi	Rochester,	Eist Thomas.	11104
M.	1	Bark Alnah	-15	London	New York	270
ard		Ship O.ien Queen, S	w S	New York	Kingston	1623
ird	98	Ship Consignment		New York.	. Havre	. 1131
ts.		4 Sh p Rockaway.		A Montevideo	New York	1 62 833
bo-	١.	Brg A B Cook		Ragged Isl'e	I United State	s 255
		Sobr Lena.		M Furks Islan	d Holmes Hol	e 128
	1	A Ship Sir C Campbell		A Montreal	London	655
	16	Bark Col Petarti, Ch	"	New York	Giongester.	297
		Schr Genoa		Elizabetap'	Boaton	. 153
and	1	Schr A Middleton	-	Bo-ton	Matanzas	97
by	1	Schr Wave	. 1	Philadelphi	a. Newfoundl'	4 140
st.		3 Ship Ben Lomond	. 1	Quebec	War Vork	- 894
-	1	Bark Gt Britain (Br). 1	Montreal	London	5.3
	13	Schr Congress		A Machias	. Boston	127
•	1 3	16 Hark Col Petarii, Chil Hark Eleanor (Er). 25 Schr Genoa. 25 Schr Adelaide. 77 Schr A Middleton. 5 Schr Wave. 5 Schr Wave. 5 Schr Harker. 5 Brit Ben Lomond. 3 Ship Ina Russell. 77 Bark G Britain (Br 25 Schr Congress. 5 Schr Texan.	. 1	Hatteras	Hampin Red	8 127

SYNOPSIS FOR 1861. 110 90 158 111 96 35 69 56 39 51 77 61 Total .. 49 232 183 168 322 953 18,930,650

Miscellaneous. The weather on New Year's morning was very fine, with a light wind from southwest, the barometer marking 297:10, indicating a blow, which, about 12:50 PM, commenced from SW, and during the evening shifted to WNW, and has been blowing furiously since from that quarter. There have been numerous trifling cases of damage among the shipping in exposed situations. At the Union Stores at Brooklyn, where were moored numerous prize vessels, there was a very lively time. The ship North Carolina parted all her hawsers, and has her stern badly store. The brig Mary McRae parted all her hawsers, and has her stern badly store. The brig Mary McRae parted all her moorings, store ralls, carried away brig belies had not size of the morning store ralls, carried away brig belies had not size of the morning store ralls, carried away brig belies had not size of the stern frame carried away, and is badly chafed. Schr Lynchburg badly chafed and boat store to pieces. Bark Sally McGee lost staumchions gone, and badly chafed. Schr Lynchburg badly chafed and boat store to Brooks has the whole of her bern frame gone and part of her ruddar, and at one time it was thought she would sink. The schr Mary Clinton is considerably damaged. Bark Gen Green also received some damage. A Br schr has her stern stove in, and the whole of her bow gone above water. There are several others lying at these piers mote or less damaged. How there are several others lying at these piers mote or less damaged. The schr D B Harard parted her line at Woodmif & Robinson's dock, Brooklen, and collided with schr Yenloo, of the propers of the schraft of the schrollen, and collided with schr Yenloo, of the propers of the schraft of the schrollen and the schrollen and collider with schr Yenloo, of the propers of the Woodmif & Robinson's dock, Brooklen, and collided with schr Yenloo, of the propers of the Woodmif & Robinson and the schrollen, and collided with schr Yenloo, of the past tew days in the North river, dragged her anchors no considerable distance, and up to one o ather on New Year's morning was very fine, with

Along the piers on the sorth mace was sustained among the shipping.

The Sound steamers City of Boston, and Commonwealth, arrived at about 1 PM, detained by the gale. The other boats dade early in the morning, had not arrived up to 2 PM.
The Sound steamers salled at 5 PM.

The tides have been unusually low, and the one of last evening was the lowest that has been known for many years, and so retarded the boats of the Staten Island, Hamilton avenue and South ferries as to cause great inconvenience to passengers, the boats of the Staten Island, Hamilton avenue and South ferries as to cause great inconvenience to passengers, the boats of the Staten Island, Hamilton avenue and South ferries as to cause great inconvenience to passengers, the boats of the Staten Island, Hamilton avenue and South ferries as to cause great inconvenience to passengers, the boats of the Staten Island, Hamilton avenue and South ferries as to cause great inconvenience to passengers, the boats of the Staten Island, Hamilton avenue and South ferries as to cause great inconvenience to passengers, the boats of the Staten Island, Hamilton avenue and South ferries as to cause great inconvenience to passengers, the boats of the Staten Island, Hamilton avenue and South ferries as to cause great inconvenience to passengers, the boats of the Staten Island, Hamilton avenue and South ferries as the cause great inconvenience to passengers, the boats of the Staten Island, Hamilton avenue and South ferries as the substance of the Staten Island, Hamilton avenue and South ferries as the cause of the Staten Island, Hamilton avenue and South ferries as the substance of the Staten Island, Hamilton avenue and South ferries as the substance of the Staten Island, Hamilton avenue and South ferries as the substance of the Staten Island, Hamilton avenue and South ferries as the substance of the Island, Hamilton avenue and South ferries as the substance of the Staten Island, Hamilton avenue and South ferries as the substance of the Island, Hamilton avenue and South

much greater draft could ride in period safety. The gase continued during the evening.

Sur Tare—A letter (the date of which is not given) from Capt Townsend has been received in regard to the reported total loss of the saip Tasr, of New York, stating that while in charge of a pilet, coming out from Newchwang, the ship grounded on the bar, and that it was his intention to stay by the vessel and lighten her, with the hopes of geiting her off. (The Tarr is a Al½ vessel of 470 tons, built at Newburyport in 1837, and owned by Messra. Bucklin & Cranc, of New York, and Capt Townsend.)

THE SBIR which struck on Point Rip, as before reported, was thought at Nantucket to be the Saltan, Lothrop, from New York for Boxton. She was a large ship with double topsalls and seventeen painted ports. She came down the Sound and struck just to the eastward of Great Point, at 10 o'check AM, and lay there pounding heavily for about four hours, when she beat over and went out into the ship channel. The ship appeared to be in ballast.

BRIG C B ALLEY, Ray, hence for Marseilles, put into Gibraliar 7th ult to land the crew of Br bark Majestic, abandoned Nov 18, lat 41 II, lon 43, with loss of rudder.

BRIG WHATON, Leeman, of and from Easiport for New York with a cargo of lumber and fish, went ashore on S side of Island of Feeduci in a heavy blow at 2 AM on 23th ult, lost rudder and bilged. Soft Eliza Jane left New Bedford 2th for her assistance. It is thought she may be got off. The Brits sunk on the morning of 14th ult, about one mile NW of the lighthouse, Gut of Canso, and all hands lost, it is feared will prove to be the Br brig Northern Light, hence for St Johns, NF.

Gioncester.

Bu Shoof Ges Havelock, a prize to the US ship James town, reached Fallsdeiphia on Friday afternoon last. The Helongs to Nassau, NP, cleared at Havana with a carge of sugar and coffee &c. and was attempting to run the blockade off Cape Romain, SC, when captured.

amposed the crew had abandoned her, or been taken off, as no one could be seen on her.

NANTUCERT, Jan 1, 1862—Schr Convert, of Brower, Me, Wyrnan, from Boston for Bueksport, took the gale of Friday and was blown off; put in here yesterday, with loss of all sais and leaking badly. The captain and crew have left her, she being pronounced unseaworthy.

NEWPORT, Jan 2—Ship Belle Creols dragged ashore during the gale last night, on the back wide of Goat Island—lies easy and will probably come off at high water without damage.

LATERROOL, Dee 13—Ship Stephen Crowell, from New York, arrived here, has on board the captain and crew of the Wanderer, the latter having been abandoned after collision with the former.

PASSEMBAC Dee 18—A heig spring the processing the collision of the collision with the former.

with the former.

Passessiac, Dec 18—A brig arrived here from Mingan, whence she sailed Nov 21, brought the following intelligence:—The North Briton (s) is considered safe for the winter; westerly winds have driven her durther up on the region of the second officer was progressing satisfactorily in saving materials and cargo; a considerable portion of the cabin furniture and plate was landed sa ety. About 9900 kegs butter and a quantity of wheat and beef landed. and a quantity of wheat and beet landed.

Of the 1500 sail of vessels in our harbor on New Year's day about one in ies, including some foreigners, displayed more or less builting. Our pilot boots are so much at each that the boys may possibly lose the run of the month-which will so count for eight boats in one slip making the display they did on Weifnesday.

Notice is hereby given that Bonya neve heen laid down by order of the Board of Trade, to the NE and SE of Mackle's Bank and at the Moselle Shoot. Full particulars respecting situation, distinguishing marks, far, will be given in a found advertisement.

Nassau, NF, Dec H, 180.

SM from San Pranciaco Dec I, anin Jennovite, will move, e. NB, to craise and home.

Capt Wing, or ship Young Pitents, NB, reports her at Mauritius Nos 5, all well, 259 sq. 579 which told.

Capt Farshas, of skip Plover, NB, reports her at Mauritius Nova, having taken 195 sq. last year, 195 book all told.

Capt Sarvent, or ship Nosty, NB, reports her at filst Oct 31, w. 100 wn this season; would go to Aratic next season.

Capt Sarver, of back Crean, NB, reports her at Honolulin Capt Sarver, of back Crean, NB, reports her at Honolulin Nove, an well, Say Sawa.

Nove, an well, Say Sawa.

Capt Sawan, of the Papella, XB, reports her at Honolula.

Capt Sawan, of the Papella, XB, reports her at Manrillina.

Annue Fill of the second samp California, West, NB, reports her at Honolula feed a naving the capt of the Arabic Sawan and the sawan in the Arabic Liver 2000 whealt told. donctable her a having taken all we last season in the large 2000 wh all fold. Would relation house, on Chile and NZ caland on the way.

Scoken-Aug 4, bound into Bouin Islands, ship B L B Je

Semi de la 40 S, ion 37 R.

Ship Sermals, from Philadelphia for Liverpool, Dec 18, on Sip Sermals, from Philadelphia for Liverpool, Dec 18, on Schr Light.

Schr John S, Swanton, hence for Havre, DC 1 ha 46, ion 48.

Schr John S, Swanton, hence for Havre, DC 1 ha 46, ion 48.

Schr John S, Schr John S, Swanton, hence for Havre, DC 1 ha 46, ion 7.

Answanpe, Dec 1 dec 1 ha 19, ion 1 ha 10, ion 1 ALIGANTS, Dec 4—In port bark W A Platenius, Benneut, for Providence, ready.

BRISTOL, Dec 16—Arr in the Changal B ron de Castine, Saunders, from Philadelphia for orders.

Arr at the Pill 17th, Chan Cooper, Short, S. John, NB.

BELFART, Dec 16—Arr M unesons, Symmes, Philadelphia.

BELFART, Dec 8—In port bark Honduras, Marshad, for Ascension Bay Dec 10, to load for NYork.

BIC, River St Lawrence, Dec 26—Arr steamship Persia, Judkins, Liverpool. delphia.

1621. Dec 17—Arr Rising Sun, Skolded, Callao for London (and proceeded): 18th, Edward Hyman, Seil, from Sunderland for Geroa (and shi). Sid 17th, Ida, and Admiral Brayening, NYurk.

Passed by do 18th, Elward Hyman Neil, from Sanderland for Genon; Island Home, Manson, from NYork for London.

DUNGENESS, Dec 18—Oif, Island Home, Manson, NYork for London.

FOOCHOW, Oct 28—10 per 18 mily Clover, Howas, NYork; 17th, Grassow, Dec 16—Arr Mary Clover, Howas, NYork; 17th, Berbler, do. Shi Tin, Harrier spalding, Booker, Havana, Gerrachule, Dec 5—Arr Geranium, Pier e, Bord-rux, Gresarian, Dec 5—Arr Geranium, Pier e, Bord-rux, Gresarian, Dec 5—Arr Geranium, Pier e, Bord-rux, Gresarian, Dec 5—Arr Geranium, Pier e, Bord-rux, windbound; O BA 5—Arr, Pass Heben Mars Hawail, Small, from Marselles for NYork, windbound; O BA 5—Arr, Ray, from NYork for Marselles, Wind West, Passed by do 7th, bark E Wright, Jr, from NYork for Marselles. EXPEAD, Dec 18-Towed out, Vandalia, Patten, for New York:
Havnz, Dec 18—Arr Richard Morse, Oliver, NYork. In the reads 15th, E. g. n.e., Armatons, NYork. Cid 15th, Howard, Stanwood; Osborn Howes, Kelley; Nar-racassert, Bracht, and Easte, Carling, NYork. Std. 15th, Artis n., Follard, and Doreas Prince, Meady, NYork: R-been Shepherd, Somers, Philadelphia; Tranque-

Hasonadi, Sept 18—In peri sari Aithea, purchaseday the Jananese government.

Havana, Gee 21—Arr seht New Year (Confed), Clay, New Orlsans; 22d, bry M. A Horten GBr., Reynolds, NYork: 22d, a hrs New Jersey, Vennae e Philadelphia: 24t, Major Rarbour (Br), Roberis Norleans; 25th, William Henry (Confed), Otteon, do: 25th WP Berson (Confed), May, Apalachicoli, Althea, Hardy, NYort: 22th, barks, Fred Lemig, Sumner, do: Me times, Strout, Portland; brig Crovor, Eddy, Eristol; sehr Jean Tencey (Br), Hassen, Matanores Sid 21-t, brigs Black Haw. Cobb, Portland; Phil p Larrabee, Dalley, Holmes Hole; 22d, steamer John Harr. Manry, Nicarasua (and put back 24th to repairl; 25th, brigs Judge Halinsway, Lord, Philadelphia; Hy A Didler, Hobart, Baltimore; schr Pal metto. Brasdon, Cardenas; 26th, brigs C W. Ring, Corbett, Tarks, Sislande; Occan Wave, Morton, Matanza; 27th, steame a Primero, Vogel, NYork; sehr Win Mallory (Confed), Campbell, Travillo.

ltea, Gallagher, Philadelphia; 18th, Northampton, Elwell, NYork.
Cld 17th, George Bradford, Robbins, Cardiff, to load for Halifax; Wallace, Lane, NYork.
Are at Grave en: Dee 17, W Libbey, Bishop, NYork.
LEGHORN, Dee 8—81d Sarah Parks, Yaughan "Chatim."
MARSELLES, Dee 14—Air Relecce, Goddard, Hurd, Boston;
Eastern State, Ackley, and Cosmos, Talbot, NYork.
MALLMAIN, Oct 14—Air Mazy Russell, Thompson, Rio Janeiro. ieiro. Mazanzas, Dec 25—Arrbark Hanson Gregozy, Sylvester, Iewport, E. 26th, schrs Moon ight, Terry, NYork, Chas H Goller, Allen, do. Sid 22d, brig Lillan, Swasey, Hampton; chr Oriental, Collin, Boston; 24th, brig Gen Murshall, Ames Nyoth NYORK.

MASSANILLA, Dec I—In port Br brigs P I Nevius, for New York 7 days: Mary Ann, do do.

KEWCASTLE, NSW. Sept 27—Sid Mary Bradford, Thompson. Guam.

Gu

from NYork.

Otago, NZ, Oct 8—Arr Helen McGaw, Hanson, Melbourne, Petvaouri, Dee 18—Sid Strun, Glerulson, NYork.

Porr au Plaart, Dee 16—No Am vessel in port.

QUERNATOWN, Dec 19—Air Granite, NYork.

Ryde (18)e of Wight), Dec 17—Sid Adele, Claussen, and Heiress, Clark, NYork.

RANSACTA, Dec 17—Sid C E Kelly, Pote, and Gills, Mann, NYork.

Si Johns, N.F.; schr Tunis Depew, Edmonds, NYork vin Chesapeak, B.A.T. schr Julis Baker, Low, Fort Monroe, BRISTOIL, Dec Sil-Selfs schrs George Hoffman, Jones, (from Fall River), NYork; Castillan, Grover, dv. EDGARTOWN, Dec 23-Arr scars Eivine, Wansen, NYork for Cutler; William Gregory, Wallace, Elizabethoort for Boston.

27th-Arr schr J.A. Parsons, Shaw, Baltimore for Boston, with loss of foresall and llying jib.

22sm-Arr brig Arabell, Woodbury, Aux Cayes for Roston, victor, Statem, or Goston, Trans. Susan Moore, Strout, Turks Islami or Boston, Titte, NYork for Portland.

28th-Arr schr Sultama, Dagsett, New York for Boston; Soht-Arr schp Sultama. on con-tion, Merrin, do for Fortamoula dand all remained a porth,
FALL RIVER, Dec 30—Arr schr Young America, Barber,
York, Sid stoop Issae il Bordea, Collins, Nyork,
31st—Arr schr Cornelia, Mackey, Elizabethport; Lucy
toldmen, Davis, Nyork,
Jan 1—Arr schr Mentrose, Barter, Elizabethport,
At auctor in the stream, schr Elizabethport,
fore i hiladelphila for Semerat,
CLOUCESTER, Dec 29—Arr schr Morning Star, Miller,
Vinuser for Nyorz, 33th, Jas Brophy, Manca, re-ricard out Windsor for NYor2; 38th, Jas Brophy, Maneth Fortland for NYork; Haitmore, Garcher, do; Amanda, Torrey, Royaland for NYork, HOLAIES HOLE, Dec 27—Arr brig Nor hern Belle, Paina Malaga for Boston, NEW BEOFORD, Dec 31—S1d bark Emerald, Stall, San Francisco.
NEWBURYPORT, Dec. 28-Arr sehr Evelya, Palmer, New NEWBURYPORT, Dec. 28-Arr sehr Evelya, Palmer, New Franceco.

NEWBURYFORT, Dec. 28—Arr schr Evelyn, Palmer, New York; Soth, E. Lemeyer, Bayler, Porto Riso.

NANTUCKET, Dec. 20—Arr schr Riso.

Terek, Me, tor Baltimore (and sid); Grace Gircler, Clark, Philadelphia for Boston (and sid); Grace Gircler, Clark, Philadelphia for Boston (and sid); aloop 1 H Borden, Collins, Fall River for Nork (and sid May). Sid achrs Aimord Bac n, Eliza a Resocces; aloop E Sprague.

21st—Arr schrs Moseph P Ross, Smith, Port Ewen (with bulwarks stove); M Marcy, Davis, Elizabethport for Narraganett Pier; Hawadala, Ingasham, Bockland for Norwich, Agricols, Frecthy, Elizabethport for Sorvich, Agricols, Frecthy, Elizabeth for Go.

NEW LONDON, Dec 31—Arr schr S Chas Carroll, Pratt, and Maggie van Busen, Suciman, Philadelphia, Jon Norwich, Jan 1—Arr schra C P Slichney, Garwbod, Cape Hay len, Jan 1—Arr schra C P Slichney, Garwbod, Cape Hay len, Trojan, Shrouds, St Thomas, Mary Fatoler, Cooky, Eastport; H A Weess, Godfrey, Nfork; M A Shindler, Ireland, Port Royal, Emma Anchia, Harding, Boston.

Lawas, Del, Dec 31—The Barks Frank and Bayard, for Belrast, and ship Crimea, for London, went to sea to-day, Wind high from NW. The Re schooners loaded with coal (reported on the 28th inst), are still lying beling the break water.

PORLIAND, Dac 31—Cld Reship Glencairn, Liverpool,

waier.

PORTLAND, Dae 31—Cld Brahip Glencaira, Liverpoot, barks David Nickels, Blake, Havana; 6ee Thomas, Regent, Cuba; brig Col W Coggins, Coggins Maranzas; schra Eureka, Croston, and Paragon, Hatch, 60; Eben Sawyer, Tracy, Philadelichia. delphia.

Jan 1-Arr (by tel), steamship Norwegian, McMasters, Li-PORTSMOUTH, Dec 28-Sid sehr Moses Waring, Nash, FORENCE, Dec 31—Arr steamer Peilcan, Baker, Nov-PROVIDENCE, Dec 31—Arr steamer Peilcan, Baker, Nov-fork, schr Ellen Barnes, Briggs, Port Ewen, Jan J—Arr steamer Petrel, Young, New York; schrs An-ares, Cordony, Philadelephia; Join M Parker, Wilson, Bris-ol; Ricoul, Briggs, Ellzabethport. Sid schr Delphene, Ross, New York.

ROUNLAND, Dec 27—Arr schrs Georgia, Bucklin, Vinal haven for NYork 29th, Mary Brewer, Wood, NYOK, Sid. Tth., schr. Shenanicalh, Nash, NYork 28th, bark Newburg-port, Luce, Port Royal (2th, schr. Georgia, Bucklin, NYork, S.A.N FRANCISCO, Dec 1—Sid sh.p Boston Light, Crowell-McKean's Island. McKean's island. SUMERIAET, Dec 31—Arr schr Ellza & Rebecca, Floyd, Patholeiphia. STONINGTON, Dec 31—Arr schrs Mary, Shelly, NYork for Pall Evert Jane, Samoers, do.

MISCELLANEOUS.

TO THE RERVOUS OF BOTH SENES.—A RETTRED clery man, having been restored to health in a tree days, after many years of an an account the inequal willing on a land other. If we find it to be a treating on the means of self-rure. Direct to heart data to be runn street Brookyn.

ROYAL VA IN CLUB OF ENGLAND,
FIGURE ASSESSED BY FORMAL APRILAD.
See the NATIONAL POLICE GAZETTE